

TRANSPORT CRISIS IN POLAND ACUTE

Problem Cannot Be Solved
Without Settlement of
Danzig Question.

GERMANY HOLDS NOOSE

Country Is Strangled and Al-
ready Weak From Loss
of Blood.

By CHRISTOPHER LUMBY.
Special Cable Dispatch to This Sun from the
London Times Service.
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WARSAW, June 26 (delayed).—One cannot be in Poland for very long without discovering that most of her present difficulties depend on two things, Danzig and transport. Each of these factors, to a certain extent, includes the other. Danzig is part and parcel of the transport problem in Poland and the transport problem, in turn, can only be solved through the settlement of Danzig. If both of them can be put on a satisfactory basis within a month or two, the battle is half won and Poland will be able to breathe again. At present she is like a man, weak from the loss of blood, who is trying to keep alive with a rope drawn tight around his throat.

Danzig is the throat of Poland and Germany is holding it hard to the rope. To carry the message further, the locomotives and railway cars are the life-blood on which the health of the body depends. The food problem, the unemployment problem, industrial reconstruction, agricultural development, the reestablishment of the currency, all of which are vital matters which affect the life of the country, are in turn dependent in some way or another on the opening of free trade channels through Danzig and the improvement of the means of transport within the country.

Germany Impeding Transit

By the terms of the armistice Germany undertook to allow free passage of goods to Poland through her territory. As a matter of fact she carried out her undertaking in such a way that the conditions of transit through Danzig have been rendered so uncertain that few traders will take the risk of having their goods shipped thither. The Germans have tried to interpret the clause in the armistice as referring only to foodstuffs and Red Cross stores. The first consignment of American cotton for Lodz mills is still held up in port. The Germans have tried to engineer a railway strike and have used various other methods of obstruction to cause delay in the forwarding of cargoes. Further depreciation of goods going to thefts and handling is considerable.

Out of a consignment of 200 bales of manila twine, which reached Warsaw two days ago from England, 120 bales were missing. In short, Poland cannot be said to enjoy facilities for importing through German territory. Access to the sea for export is denied her absolutely and her only other trade route, with the allied countries is a long, slow way through Czechoslovakia and Austria and Switzerland. Every additional

day for which Germany by one method or another can maintain pressure on the throat of Poland by keeping her hold on Danzig weakens this country's strength and makes her period of convalescence longer.

Rolling Stock Lack Grave

It is only fair to say that the difficulties in forwarding cargoes landed at Danzig cannot be laid exclusively at the Germans' door; much must be put down to the lack of rolling stock on railways in Poland. This is a great factor in the transport problem. There were in use in Russian Poland before the war something like 11,000 engines and more than 24,000 railway trucks. There are now about 800 engines and 1,200 trucks, and half of the former are under repair. The statistics for Galicia and Posenania are not quite on the same scale; in fact the majority of the rolling stock now in use in the republic is Austrian or German, but it is with only a fraction of pre-war resources in railway material that Poland has to meet the demands of vital urgency now made on her railway system. How do these two factors in the situation at Danzig and shortage of the means of transport affect life of the country?

In the first place they hinder, if they do not absolutely prevent, imports and exports. The question of imports alone is a matter of sufficient importance, for there is hardly an article of first necessity of which Poland can at present produce more than she needs. When her factories are restored and her resources exploited as they were before the war she will be able to export textiles, sugar, iron, steel and coal in large quantities, but at present she wants to import as much as she can get. She must at the same time export as much as she possibly can in order to maintain and improve her credit.

Export Still Impossible

Export on any scale, as has been shown, is impossible for the moment, but even if it were possible the present conditions of transport are such to make it difficult to get any considerable quantity of the chief article which she has available for export, timber, out of the country. Enormous rafts could be floated down the Vistula to the Baltic, but there are too few draught horses to haul timber when it is to be sent by rail and too few trucks to carry it over rail to the river. There are at present some 350,000 work people unemployed in Poland. The mills of Lodz are at a standstill for want of raw cotton, large consignments of which are on the wharves at Danzig. Lodz too is badly hit by the shortage of rolling stock, and in the matter of coal, which will be in short supply, the situation is not much better. Barely enough to work the mills when cotton is available. The iron and steel works of Chescowawa are not working for want of ferromanganese, which also is held up at Danzig. In Warsaw, in Lodz and in all manufacturing towns works are closed for want of materials which are not procurable. So long as this condition lasts there will be no goods in the country representing value for export, and Polish merchants will get small credit for what they want to buy in any of the world's markets.

Just one more instance may be given to illustrate the transport difficulty. Last winter, when the food problem was at its gravest in Russian Poland and in Galicia, there was a large surplus of potatoes available in Posenania. Owing to lack of freight cars the potatoes could not be brought from Posen to Warsaw and quantities of them are still rotting at Posen. Fortunately there is every likelihood that these two stumbling blocks will be removed by solving the problem of railway transport.

British Mission Helping

The British mission, to which French and American officers are attached, is

giving the Poles expert advice in re-organizing their railways, and acting as a channel through which demands for railway material are made to the Supreme Economic Council in Paris. Poland was allotted 100 engines and 2,000 trucks out of a total handed over by the Germans at the armistice and she has been granted credit for the purchase of other railway material which she needs badly. Unfortunately but a small fraction of the armistice rolling stock has reached Poland. In Danzig, also, the question may seem to be settled with the signing of peace, but the Poles will never believe that free access to the sea promised by the Allies is real until Polish trains with Polish railway personnel are running between Danzig and Warsaw and until goods are handled in docks at Danzig under Polish supervision. Though the Germans are ready to sign Danzig out of Germany, German troops are still in West Prussia and the Poles have too ample evidence of German designs to believe they will evacuate Danzig and West Prussia without having exhausted every subterfuge and trick of tergiversation that they can devise.

UNIONISTS SUSPICIOUS OF NEW IRISH LEAGUE

Asserts First Act Would Be
to Proclaim Republic.

LONDON, July 5.—The Irish Unionist Alliance, replying to a manifesto issued recently by the "Irish Dominion League," asserts that the first act of any freely elected parliament in full control of Irish economic and military resources would be to proclaim an Irish republic. The alliance trusts and believes that those concerned for the peace, order and progress of Ireland, the reply says, "will resolutely decline to support a policy which if successful would constitute an imperial danger of the first magnitude."

A manifesto issued on June 27 by the "Irish Dominion League" proposed the establishment of self-government in Ireland but with Ireland remaining within the British Empire.

BRAZILIANS SIGN TRADE PACT

Commerce Heads Agree to Arbitrate With U. S. Merchants.

RIO JANEIRO, July 5.—The Chambers of Commerce of Brazil and the United States yesterday signed an arbitration agreement similar to that in effect between the Argentine Chamber of Commerce and the United States organization.

WASHINGTON, July 5.—The commercial arbitration agreement signed by representatives of the American Chamber of Commerce and the Commercial Association of Rio Janeiro is similar to those signed by the United States Chamber of Commerce and the Chambers of Commerce of Argentina and Uruguay. Another is now pending with Ecuador. By the agreement arbitration commissions are established in each country with representatives of both chambers of commerce as members, and provision is made for the appointment of special arbitrators in event the commission's decision in commercial disputes is not satisfactory. These agreements have no governmental connection, but it is expected that they will result in minimizing commercial misunderstandings and legal procedure.

Argentina Recognizes Poland

Buenos Aires, July 5.—Argentina formally recognized yesterday the independence of the Republic of Poland.

GERMANY TO BEGIN PAYING UP AT ONCE

Conference With Allies Over
Reparations Will Open
This Week.

AUSTRIAN PLEAS HEARD

Commission in Charge of Ten-
ton Treaty Considers
Revictualling.

By the Associated Press.
PARIS, July 5.—Germany has indicated her desire to begin immediately her compliance with the terms of the peace treaty regarding reparations. Her request for oral conferences of German economic experts with allied experts has been granted by the Allies. According to present indications the conference will begin early next week. Baron Kurt von Lerner of the German peace delegation sent a note to Versailles saying that German experts are prepared to meet those of the Allies for consideration of questions involved in turning over to the allied countries the coal, pig-iron, shipbuilding materials and other commodities specified in the peace treaty.

The note also expressed the desire to discuss at the same time, or at an earlier date, the agreement regarding occupation of the left bank of the Rhine. Baron von Lerner says that the German signed this convention with the understanding that they would have an opportunity to discuss it.

A permanent reparations commission has not been appointed by the Allies. Until it is constituted the commission which has been created to name various conferences commissions will act in the German negotiations. The American member of this commission is John Foster Dulles. The fact that these negotiations will be personal marks the new status of the relations between Germany and the Allies.

The Peace Conference commission on geographical frontiers met today to draft an answer to the note of the Austrian delegation on the question of the future frontiers of Austria. Capt. Andre Tardieu presided.

The commission in charge of the execution of the treaty with Germany held its first meeting today, while the Supreme International Council met in the afternoon to consider questions in the Austrian negotiations. The American member of this commission is John Foster Dulles.

BRUSSELS, July 5.—Baron Emil de Cartier de Marchienne, Belgian Minister to the United States, has been appointed to represent Belgium provisionally on the international commission on reparations.

League Invites Argentina

Buenos Aires, July 5.—A secret session of the Senate was requested yesterday by the Foreign Minister, who after the galleries had been cleared read a note from the allied and associated nations inviting Argentina to join the League of Nations. It is understood that two months have been given Argentina in which to respond to the invitation. The Senate is reported to favor Argentina's joining the league.

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These are all smart models, designed for this season. The silk blouses may be obtained in white, flesh-tone, navy and black, but not in every style.

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A Clearance Sale

to begin to-morrow, in the Department for Misses' Dresses, will offer exceptional values in

Misses' Figured Georgette Dresses with lace-trimmed collar and cuffs, at the greatly reduced price of

\$29.00

Also in Misses' Taffeta Dresses

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All of these Dresses are in smart, pretty styles, and have heretofore been marked at much higher prices. The sizes, however, are not complete.

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have been made, and will go into effect to-morrow (Monday) morning, in the prices of a quantity of

Women's and Misses' Shetland Wool Sweaters

as a result of which very unusual values will be offered in

Silpover Sleeveless Sweaters

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Without sleeves . . . at \$2.75
With sleeves . . . at 2.75 & 3.75

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Excellent values are to be found in the Summer assortments of Cotton Skirts, in white and the smart color effects. (Madison Avenue Section, Third Floor)

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very specially priced will be an event of seasonable interest for Monday and Tuesday.

These dainty undergarments are very well made, of the most desirable silk fabrics, and particularly appealing for Summer use.

The values are most attractive.

Nightrobes . . . \$4.95, 6.85, 10.75
Envelopes, 2.45, 2.95, 3.90, 5.75
Camisoles, 95c., 1.50, 1.95, 2.90
Bloomers . . . 2.95, 3.90

Undergarments priced over \$5.00 are subject to the War Revenue tax.

(Sale on the Second Floor)

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of fine-twill navy blue serge at the specially reduced price of

\$14.75

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To the feminine vacationist who is pressed for time in the preparation of her outing wardrobe these semi-mades represent an unqualified boon. The styles are attractive, the materials excellent, the decorations (of silk embroidery in some instances, of braiding in others) in the best possible taste; while the dresses are so nearly completed that almost anyone with a knowledge of sewing can readily add the finishing touches.

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Genuine Oak Rocker
Reg. Price \$12.75, Now \$11.49
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Genuine Oak Porch Rocker
Reg. Price \$15.00, Now \$13.24
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